

26.10 LOAD LINE CERTIFICATION AND SURVEYS

All ships must be issued with a load line certificate. The form of the certificate will depend upon the Assigning Authority as follows:

- * If the certificate is an *International Load Line Certificate* it shall be in the form prescribed by the 1966 Convention which is detailed in the IMO publication '*Load Lines – 2002 Edition*'.
- * If the certificate is a *United Kingdom Load Line Certificate* (applicable to UK registered ships that must comply with the *M. S. (Load Line) Regulations 1998*) it shall be in the form prescribed in Schedule 8 of MSN 1752(M).

26.10.1 Surveys

A ship will be subject to the following surveys:

- * *Initial survey* before the ship is put into service;
- * *Renewal survey* at intervals not exceeding five years;
- * *Annual survey* within 3 months either way of the anniversary date of the load line certificate. The surveyor will endorse the load line certificate on satisfactory completion of the annual survey.

The period of validity of the load line certificate may be extended for a period not exceeding 3 months for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed.

26.10.2 Load line survey preparation

The preparation for a load line survey will involve ensuring that the hull is watertight below the freeboard deck and weathertight above it (cargo tank lids on tankers must be watertight).

Reference should be made to the *Form of record of conditions of assignment of load lines* as specified in Part 6 of '*Load Lines – 2002 Edition*' (*Record of particulars* as detailed in MSN 1752(M) for UK ships).

The following checks should be conducted prior to survey:

- (1) Check that all access openings at the ends of enclosed superstructures are in good condition. All dogs, clamps and hinges should be free and greased. Gaskets and other sealing arrangements should not show signs of perishing (cracked rubbers). Ensure that doors can be opened from both sides. Ensure that door labels such as '*To be kept closed at sea*' are in place.
- (2) Check all cargo hatches and accesses to holds for weathertightness. Securing devices such as clamps, cleats and wedges are to be all in place, well greased and adjusted to provide optimum sealing between the hatch cover and compression bar on the coaming. Replace perished rubber seals as necessary. Hose test hatches to verify weathertightness.
- (3) Check the efficiency and securing of portable beams.
- (4) For wooden hatches, ensure that the hatch boards are in good condition and that the steel binding bands are well secured. A minimum of at least two tarpaulins should be provided at each hatch which must be in good condition, waterproof and of a strong approved material. Locking bars and side wedges must be in place and be in good order.
- (5) Inspect all machinery space openings on exposed decks.
- (6) Check that manhole covers on the freeboard deck are capable of being made watertight.
- (7) Check that all ventilator openings are provided with efficient weathertight closing appliances.
- (8) All air pipes must be provided with permanently attached means of closing.
- (9) Inspect cargo ports below the freeboard deck and ensure that they are watertight.
- (10) Ensure that all non-return valves on overboard discharges are effective.
- (11) Side scuttles below the freeboard deck or to spaces within enclosed superstructures must have efficient internal watertight deadlights. Inspect deadlight rubber seals and securing arrangements.
- (12) Check all freeing ports, ensure shutters are not jammed, hinges are free and that pins are of non-corroding type (gun metal).
- (13) Check bulwarks and guardrails are in good condition.
- (14) Rig life lines (if required) and ensure they are in good order.
- (15) De-rust and repaint deck line, load line mark, load lines and draught marks.

On the day of the survey ensure that the International Load Line certificate and associated documentation are available for inspection. Sufficient manpower should be made available for the operation of hatch covers and the rigging of staging and ladders to allow the surveyor to view the load line and draught marks. The ship's stability data book should also be on hand for inspection.